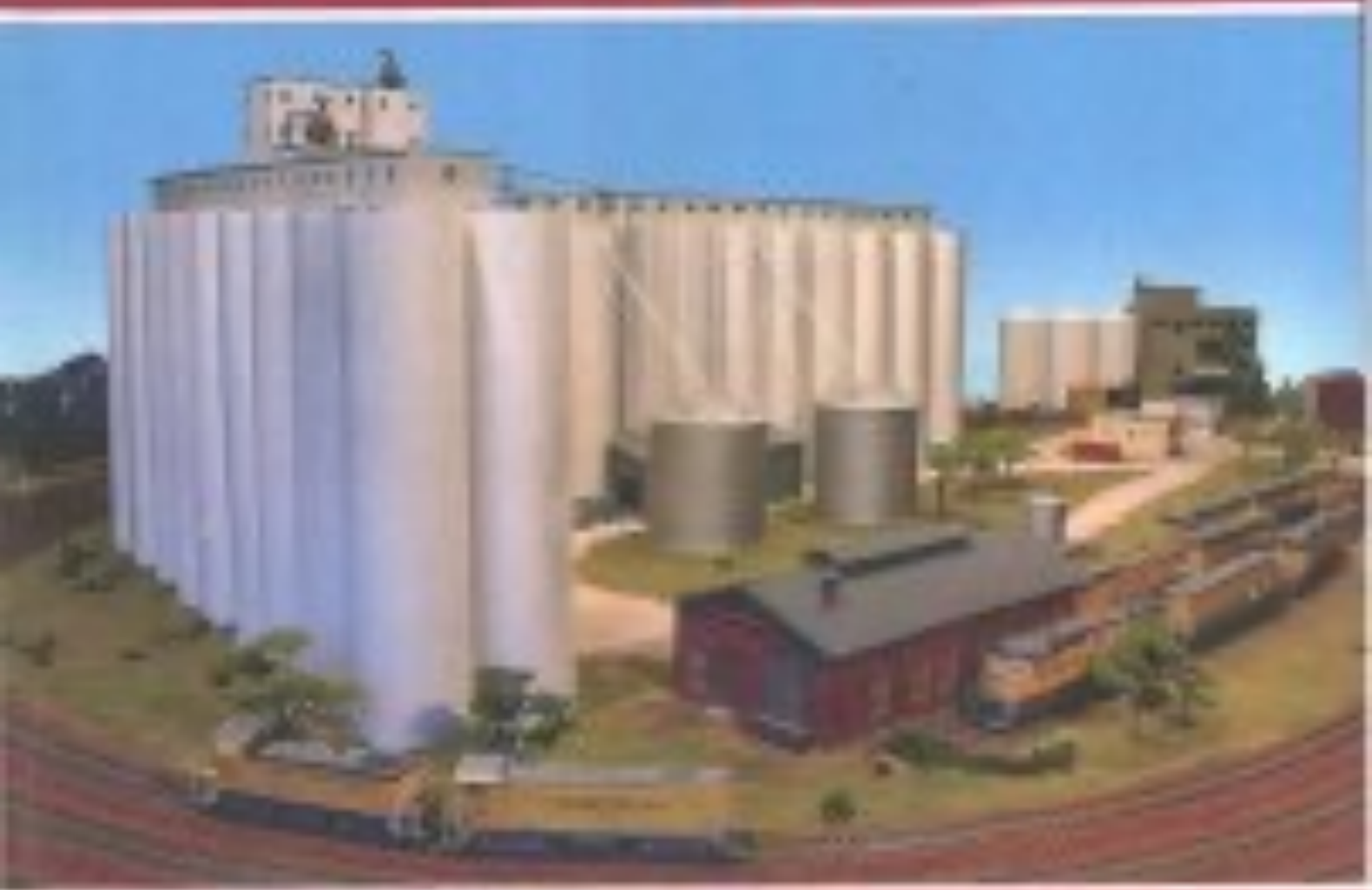
nmra magazine

April 2013



Gary Hankins' AT&SF Silver City Division

- I Think You Can Accomplish a Brass Locomotive
- Winter 800 Report
- Loading a Rail Conveyor
- Stevia, Florida Depot Drawings

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On The Cover

Bob Hayes [illegible] photo.

History calling!

Observation Car

NMRA Magazine

nmra magazine

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A Matter of Trust

President's Car

NMRA President Charlie Getz

[illegible]

continued on page 8

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[illegible] [illegible] [illegible] [

Mail Car

Reader Feedback

[illegible]

I've read (and joined) [illegible] Association (Article Cover) feature article on [illegible] & occasion and found it both interesting and insightful. I largely agree with your conclusion that the hobby is suffering a lack of entertainment by its members. I am guilty of "missing and missing" in my modular model railroading, but it's not because I've become bored with the hobby; rather, it's because with my ever-expanding family (my grandchildren, four great-grandchildren), more time required to maintain a balanced relationship between interesting trips to various doctors and clinicians, and more time required to [illegible] and maintenance (I'm 76, after all) my hobby simply gets crowded out. Even when I've been inactive in my local club (Piedmont Division, NMRA), I've always kept my "model train" [illegible] "one of the most popular pursuits." Perhaps Pilgrimage, who I notice the [illegible] to visit model railroads around [illegible] introducing October and November. I still plan to [illegible] the upcoming Piedmont Express NMRA Atlanta Convention. So, they're [illegible] there, does that [illegible].

Now, while my interest in the hobby hasn't waned, the time I can allocate to it has diminished increasingly. I find myself doing chores to [illegible] the train. While days are [illegible] different, [illegible] and my hobby are "obligations" activities, and both can "lose enjoyment" meaning each requires an element of commitment. Time of which I have [illegible] to me. Those who have been [illegible] and interests or devote [illegible] hobby of choice, where [illegible] more [illegible] Grove when [illegible] Association school to which I owe each [illegible] & thought's recent [illegible] to [illegible] [illegible] and [illegible] membership. I [illegible] [illegible] to keep [illegible] [illegible] as we [illegible].

Let me [illegible] NMRA, [illegible] ship is rewarding one "might" [illegible] [illegible] the value you receive by joining [illegible] be problematical, especially as this [illegible]. I'm the person with I believe that the [illegible] — especially for members living in and in remote areas — is a valuable tool, as is the national journal [illegible].

I could [illegible] the [illegible] & the great [illegible] in the referenced article. Both of us, I believe, are [illegible] we expect to be able to "do" things, and do them in a meaningful [illegible]. I wish that I had a "silver bullet," but, as you can tell, I'm wrestled with this same membership problem for some time now. We are in fact working with a [illegible] that [illegible] [illegible] the interests and values Charlie cited. I look [illegible] to the [illegible]. I'm going to [illegible] and support those values [illegible] do so they put me [illegible].

Just my thoughts.

Charlie Arnold

Charlie:

Thank you so much for your lengthy [illegible] is most appreciated. You have touched my heart with the [illegible] you express, and [illegible] like you're many of us all [illegible]. Let us both hope and pray that our shared hobby [illegible] for many years and continue to inspire and enjoy future generations. What a rich legacy we share. Whatever role you [illegible] the NMRA, what it is.

Hope to see you [illegible].

Cheers-Dan

[illegible]

I [illegible] President of [illegible] Division, one of the [illegible] Division's most interesting, "What the [illegible] NMRA means [illegible]? I belong to [illegible] International [illegible] Minnesota Public Radio — yes, I know. Most [illegible] for Minnesota. Till the [illegible] win among, but it has always been my understanding that you [illegible] organization because you want to get [illegible] (such as the [illegible]) or [illegible] [illegible] like things without [illegible] [illegible] [illegible] on [illegible] because it [illegible] on a more important level, I am showing the [illegible] how much [illegible] [illegible]?

I have also [illegible] [illegible] a hesitancy [illegible] to get [illegible] out of it — that [illegible] too long. After a year or two, they leave. Those [illegible] of dismissive way [illegible] and [illegible]. This is also true of the NMRA. If [illegible] only looking to get [illegible] [illegible] membership to the NMRA, or to [illegible] and leave, [illegible], we [illegible] finding [illegible] to [illegible] the organization is [illegible].

It's [illegible] [illegible] for [illegible] to the NMRA. I [illegible] the library and [illegible] or I can make [illegible]. The [illegible] [illegible] [illegible] helps me [illegible] when I [illegible] a great [illegible] magazine, which I read from [illegible] to [illegible]. I have access to [illegible] that is [illegible] [illegible] all the time. I [illegible] [illegible] when I [illegible] [illegible] [illegible] [illegible] for the NMRA. [illegible]

By the way, [illegible] to Riverside and [illegible] of NMRA [illegible] the NMRA [illegible] membership does [illegible] [illegible] [illegible] [illegible] [illegible] I [illegible] the NMRA.

Maybe I should start a "Model of the Month Club" where you get some type of outstanding model in your scale. Standard membership's $[illegible] a month, and the Gold [illegible] is only $[illegible] per month. This way you will get lots of "stuff" to justify your membership.

Sincerely,

Ron Wentzel

[illegible] Division

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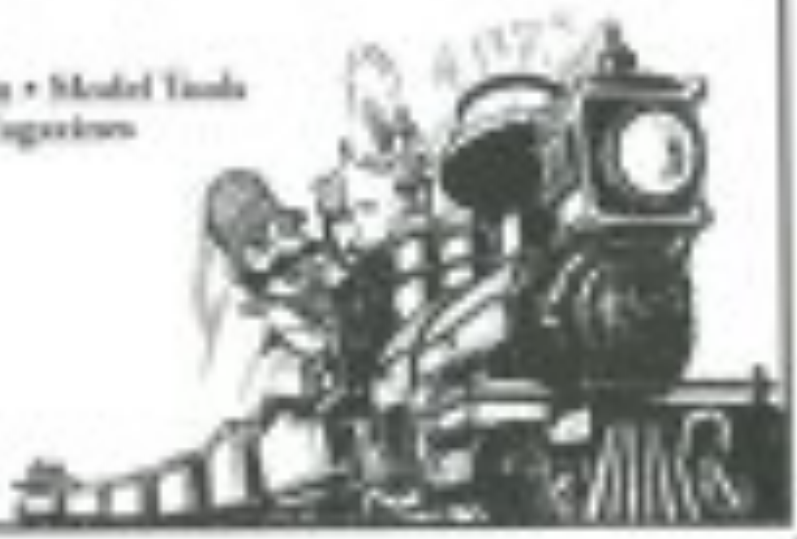


ATSF Silver City Division

The Railroad That Was Not Supposed To Be

story by Gary Hardesty, MMR, and photographs by Ron Morris, MMR

The railroad fever had gripped my mind for many years when I received my first license. Having learned and even done a bit of railroading over the summers, I had decided that we would simultaneously make our future livelihood and our hobby one and the same. My wife, Marsha, and I agreed to take a year, or at least as long as all the railroad buildings and locomotives were ready.

We had lived in our home almost two and a half years when the National NMRA Convention came to Kansas City. My children were thrilled, and I decided it would be the convention and an opportunity to see how it would compare with conventions that my associates had already attended. We started out previously but were always too young to attend a building our previous model railroads. They motivated us to build a railroad to be entered with friends and fellow hobbyists. Since other model railroaders were coming, Susan, Marsha and I took a short vacation. Upon arriving home, we found several surprises: the basement approximately two-thirds finished in — the basement and the railroad were the three.

Wilbur Hughes (SMR #) mentored, or volunteered by Milton Stephan Petrie, SMR, usually his home road was "A new for years of any successful conductors is an individual's involvement in their endeavors. If you weren't spend any time or money on your model railroad, you'll never succeed in much — the pleasures shown were matched with his every figure, and as the years pass, you will never remember the tools, skills, or equipment to have that awesome model railroad you dreamed of in the years past. Bob was just out of college and beginning his working career, which allowed us to work on the railroad during the holidays. We were celebrating the holidays. There was a given opportunity to model the railroad of our dreams, and who could ask for a more lucrative vocation to a railroad's son. I definitely wanted to enter this career as a full-time opportunity.

Quality Family Time

I spent hours and hours with my son considering what we both enjoyed most. Marsha became also plant chair. Brad and I lived to the basement, starting up with the initial inquiries by prepared by her. She never failed to keep us well-fueled. We quickly learned these others also called us

Operating Note: Many of the locomotives pictured in this article are equipped with DCC decoders. All of these locomotives can be operated on DC layouts as well. For operating DCC, the locomotive decoders may be programmed to run best for their road.

Design

Above: A short train, left over at the photo session, makes for an interesting scene. The company is one of two major builders in the country for this, Lionel and Marklin, and is the most familiar. A detail shows at right from the Kansas City Southern.

Argentina area still known by who is [illegible] up and Brad's grandparents lived.

The industries are mostly in a general geographical location and with the series name value possible. As the southeastern corner of the layout is Kansas City Centennial Yard. This industry area has Metropolitan Avenue. The name progresses into a residential area, which is represented with a few houses in the northeast corner. Progressing westward along Kansas Avenue (westward shelf) Independence extends a ramp yard followed by Sinclair Oil, Industrial/Lumber, Western Avenue, Waterhouse, and the Argentine Elevator.

Included in the Argentine industry are [illegible] school shop and feed mill. Chippewa Field has left (eastward) where I played as a youngster), a three-track secondary yard, and an eight-track lineup yard. The lineup yard study is a necessary when locating operations. Here are two tracks for a preferred service, one for southbound trains, one for local industries, one for an engine. Union Pacific, one for cars going to Burlington Northern, and one with a dual purpose of one for Kansas City Southern and Atchison & Santa Fe.

Following the track past the Argentine Elevator, we next come to the Kansas City Power, known as Armourdale. The area is served by KCS, which has other track classification yard. Two tracks are for local industries, one back to the yard, one to Santa Fe, one to the Missouri Pacific, and two for the Missouri Pacific. Here on the main interchange track, the Argentine being close to Point, which spurs in other track there. In our present Gallery scene, there is a passenger train which services follows the AT&SF line over Jadwick overall to Winter Park, Colorado, to go on ski vacation. Schedules encourage right over UP.

Winter Park is a mountain resort with farmers, industries, a ski slope, and an interchange with D&RGW, along with two tracks on which to open cars. Cars spotted here are for local industries serviced by a D&RGW locomotive maintenance. The switch crew does work for the local industries also runs a transfer to Santa Fe in Argentine to secure the interchange cars. Local industries include a mine, a power plant, Winter Park Brewery, and a flour mill. The mine and power plant are connected by tracks through the mountains for a "loop" to keep the train [illegible] industry moving. Cars are stored on separate sides of the mountains.

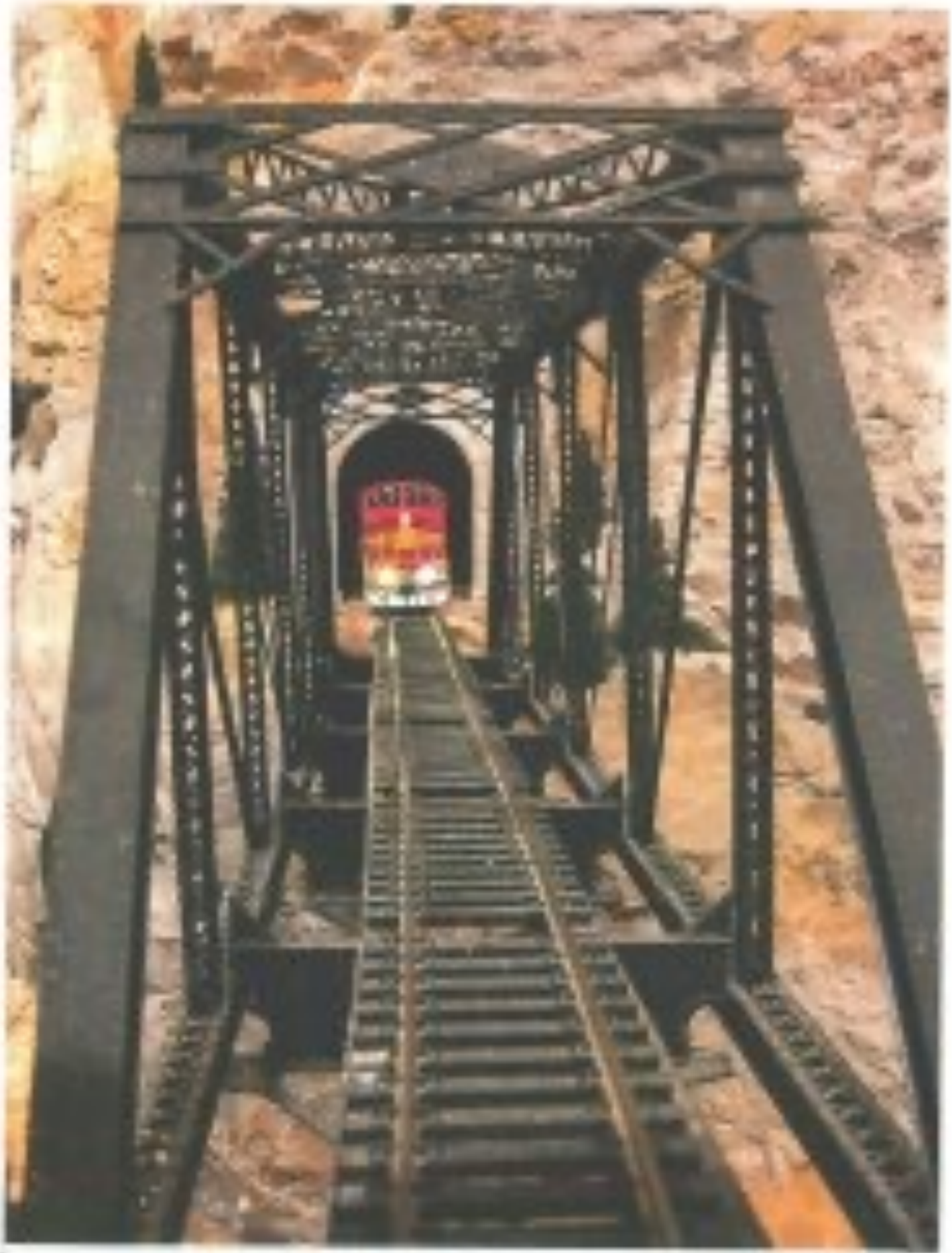
Elevated and larger portions of the railroad have hidden staging tracks due to the depression and tunnel running between the mountains. We decided to take a storage area for the basement to accommodate more layout space. We made an approximate 2x20 foot addition with a large enough area for a turnaround on the end farthest from the original layout.

Returning to the Armourdale area, the tracks from the junction over Union Pacific [illegible] to serve freight warehousing which [illegible] new house additions. On the top, [illegible] over one of two lift-up bridges [illegible]. This bridge had to be built in place, and we constructed [illegible] the tracks and floor in two sections. The reason for the elevated construction was that the bridge does not [illegible] to serve ground [illegible] and tracks at different [illegible] and the [illegible] is level. The bridge which is positioned during operating sessions, creating a double [illegible]. We don't use the draw bridge, but we like to [illegible] the [illegible].

[illegible] scene [illegible] goods we [illegible] a [illegible]. One [illegible] [illegible] [illegible]

Operations

Operations



a fast contact is delivered on the frame. It's used for classification. The fastener underneath them makes sure that the cards are in the same order as they are that will be shown over the lineup. The owner operates [redacted], in accordance with the lineup and score, which is engineered by Jim Ryan. There are four random selection phenomena a score counter can give dispatcher. Just inside on the car card when, with car is to go for the next event. In the car on road and when car leaves at the top of the lineup back edges the moment to send the car to the proper track for the next destination. Remember, we have four different calendar. If the lineup operator has only shown from a session, the lineup must continue up from the next [redacted] from the last to start on the lineup card.

A switching model railroad's the car cards drive the operating session. When setting up a card system, I studied straight what it might be like in various operation new swing cards. I was not sold on

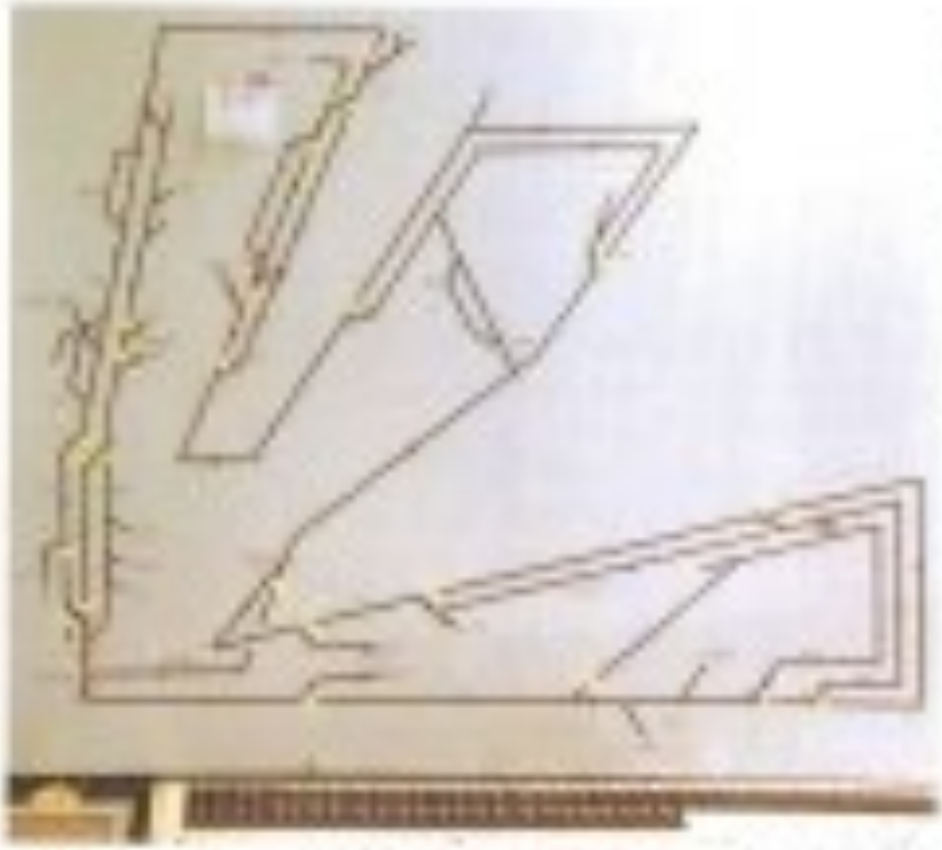
Like [redacted] Group, Jr. Some 100 men convened and traveled across a 60-day train to their destination in a glacial contemporary.

commercial switches had two operations the car more through. Sometimes my brain remembered a long operation to a single one describing a shorter method of using car cards that I now use. I have since used other [redacted] and have not found a better [redacted] that I no longer use the idea. I have got no [redacted] up to it.

I tried to keep the card system quite simple. On top line has the railroad name followed on the second line by the type of car and its number. Some railroads add additional data on the top line that is enough the car. Before the scene and car number, there are two lines of places for that car to go. For example, WBSP would want to get on a westbound train. It shows a secondary on the line, then the car will be placed on a "local" track on the yard to go to a local industry. An example of a transfer destination would be [redacted], so that car would be put on the track heading to the Rio Grande.

When engineers are ready to take over a train from any yard, they will also pick up the car cards and also check along on their way. Once switching their destinations, the engineer will then check off the time for the operation on each car card in the train. These cards will then be put [redacted] receiving the location at the yard where the [redacted] for the local switchmen to [redacted] his train. The yardmaster at this new location will then identify the car on the proper track for the next move. One [redacted] problem we have is [redacted] on the locomotive. We can dry erase pen and change colors when some cards are down with up. We also can note over those the top when a card is filled and put only a second check mark on the line. Currently there are [redacted] colors to help in my construction. After the cards fill up, I will print new ones.

The cards are inspected a spreadsheet, and I get reasonably heavy stock paper for printing. We used to [redacted] the cards; however, we stopped doing that in favor of [redacted] frequently [redacted] a couple columns of checkmarks. When the cards were [redacted]. Under the [redacted] a few seconds and wipe off the marks. This weekend illustrates that process. There are probably two people [redacted] the swing this weekend, one does not know to assign that railroad also a second one is just assistant [redacted] and assists operators and other



Below: The finished mural at Colorado Avenue Park. Inset: A closeup of a section of the mural showing Mildred Ryle.

have the engineers signing them and create displays for those that were excited by getting acquainted with the layout.

I find that most of us have a great time during what we all enjoy — meeting people and chatting with each other. Some club members have asked about doing an overnighter like this, and we enjoy having them do what they prefer. Some just want to run errands, others prefer watching. It's nice that we can offer a variety of jobs and a relaxed atmosphere during sessions. We are all here to have a good time. There is seldom a session where someone doesn't get a good chuckle about something.

Hosting a newly finished layout has many rewards. Because I am able to host 15 people for an operating session, I have gotten to know many other area modelers and have made many good friends. It is such a pleasure to get to chat with other model railroaders and to discuss techniques and ideas we had to our railroad during open houses and when they ordered in to view the layout. Hosting customers by people who have never experienced a complete model railroad is also a blast. Some have no idea what can be accomplished in the hobby. It is very satisfying to hear someone say, "This is what I want to do!" Whether it is the whole railroad or a certain feature in the model, it's a chance to allow us to meet more people and to take them to the next operation.

Finally, I know there likely would have never been able to complete the Achievement Program and receive my Master Model Railroader certificate if we hadn't built this layout. We ordered way large enough to allow us to complete most certificate criteria without having to devote much additional work. I received a lot of positive and friendly advice and support from thanks to all the members I met along the way. I met Allen Tinsley-Cook, Division member, and then associated with the Achievement Program.

This layout has brought me so much joy and pleasure. I hope I have inspired you to build your dream railroad. While there may be separate layouts in larger rooms around, some can bring us more satisfaction than the one my family and I built together.

Loading a Bulk Commodity

with architect Thornton H. Waite

Railroads of course are well suited for the transportation of bulk commodities. One commonly thinks of products such as coal or grain, but there are other bulk materials that are also frequently rail. Many are often shipped in covered hopper cars, which are easy to load and unload. One bulk commodity frequently railroaded is crushed stone, a special lightweight aggregate that is mixed with cement to make a strong, lightweight concrete. The concrete is used in buildings and, in two unusual instances, timbers used to make a concrete canoe at Brigham Young University for a college competition.

The aggregate shown in this accompanying photographs is mined near Grantsville, Utah, south of Richmond Lake of Salt Lake City, near Union Pacific's mainline railroad. Ogden, Utah, and Evanston, Wyoming. The materials are commercially Continental Portland cement in the Fremont Mountains. After being mined, the shale is crushed, screened, and then stored in bins. The shale is then conveyed from the bins and into through a rotary kiln, similar to those used to make Portland cement. In the kiln, the material is heated to 2,000 degrees Fahrenheit, so that the material becomes red hot and plastic. Internal gases are driven out from the material, forming small tiny gas bubbles, which remain when the material cools. When the shale cools, it resembles scoria, a hard shell that is strong, durable, and lightweight. The material is then crushed to the size of coarse aggregate. The crushed scoria ships to its customers between ready-additives for making concrete.

The special aggregate is loaded and shipped from the Union Pacific interline at Ferbo, but is owned by the Utelite Corporation, a unit of the south-owned Utelite Pacific's abandoned Bulk City Branch. Because the branch does not have public rail, the company trucks the aggregate on a siding in Ferbo where it is loaded into covered hopper cars for shipment. Since the material is relatively lightweight, the railroad uses covered hopper cars with a large volume capacity similar to those used to ship grain. The commodity does not require the shorter covered hopper cars used to ship cement, which is very dense.

The equipment used to load the railroad cars is simple, but requires a large capital investment to install the receiving house, storage bins, water sprinkler system, dust suppression system, and supporting facilities. Trucks deliver the aggregate to the unloading house, where it is dumped into a pit. The pit has bars across the top so the trucks can drive across it, while allowing the aggregate to fall into the pit. The trucks drive through the receiving house, unload, and the used shovelers back onto the aggregate in the main road. The way trucks can drive straight through the receiving house and minimize the queue. The conveyor is placed so that the trucks won't become bogged down in mud when the ground is wet. There are flaps around the periods, which help seal the receiving house and minimize the spread of dust when the aggregate is dumped into the pit.

An auger mechanism in the pit lifts the aggregate up from the pit, under a chain-driven

For railroad use, the material is loaded into covered hopper cars by means of a conveyor system. The material is transported to the railroad cars by means of a conveyor system. The material is transported to the railroad cars by means of a conveyor system.

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Slavia, Florida Depot

article and drawings by Harold Russell, NMR

When modeling, it is always interesting to research and visit the various local railroad museums. Such was the case in 2011 when I visited the museum of the Central Florida Depot at the Seminole Gardens Historical Society located in the historic area of Historic Gardens. It has an extensive collection of railroad memorabilia in the old Seminole Gulf railroad depot. One display had a photograph of Southbound Railway's depot in Slavia, Florida. I felt that this would be a great subject to model and as luck was to accumulate it would be interesting along a right-of-way on a mythical new branch or even a small branchline.

History

Slavia's small community located in central Florida along state road 434 near Orlando. Wikipedia, the free encyclopedia on the Internet.com that in 1913, Ludwig Brooks, who was living in Cleveland, Ohio formed the Slavia Colony Company with the purpose of establishing a community in Florida. This was realized, and the town of Slavia was founded. Today, the town consists of an old 1920 general store, gas station and a church with attached cemetery. The railroad and the depot are gone.

How the Drawings were Made

The museum's curator allowed me to measure the depot, picture from where to hang and photograph it outside. Later, photo editing software allowed me to measure the depot and create scale drawings. It is always surprising to find a modeling subject still existing that can be measured and photographed to produce drawings that are "drawable." This was not the case for Slavia. I have made these drawings based on what can be seen in the photograph, combining knowledge and experience that I have about 19th century railroad depots. The roof was probably covered with tar paper. By applying the rules of ratio and proportion, the dimensions of the remaining members were determined. The Slavia depot was not enclosed making it only suitable for warm climates.

Details

There is no information available about the depot was painted. Once the model is installed on your layout, you may want to add standing people and some people sitting on the platform's edge. Add a dozen assorted or more scale packages and a few boxes to make it look like a popular stop. For safety reasons, you should have the ties painted the scale. Use care not to paint the depot, being sure that all moving connecting rods remain free. The area under the depot can be dirt.

References

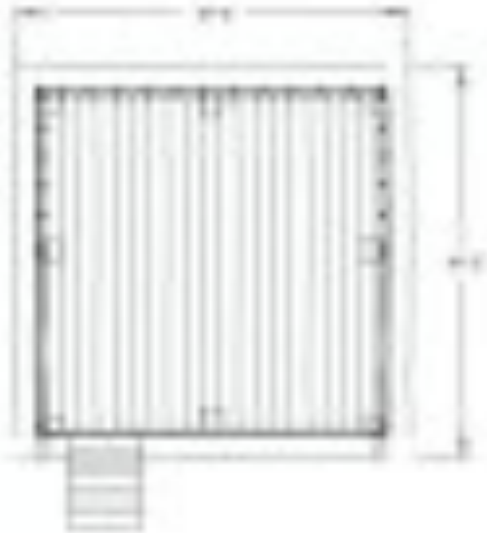
The Internet is a great source for information. For more information on Slavia visit the following websites:

http://en.wikipedia.org/wiki/Slavia,_Florida

http://www.city-data.com/

http://southernrailway.org/1913-19-3/history-of-old-seminole-county---slavia-florida/

Tabletop view



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Tool Car

Illustration by Jack Hamilton, 1888 - The Art Institute

Parallel Jaw Pliers

Hi! My name is Josh, and I am a toolaholic. My wife, not a model railroader, is no stranger to my addiction.

We've all had some incriminating conversations with "friends" attempting to sell us their tools, but nothing does it quite like a phone call from your wife asking if you've been buying tools again. Guilty as charged. I've been known to rationalize my purchases with the best of them, using lines reminiscent of "needs" offered by many. With her agreement, I could list all the tools I would use (read "purchase") to "fix everything", and no one would be the wiser. However, the remaining seven chapters remain incomplete. That, my bride reads the world-changing discussions. "Can that wrongly spelled word wait?" Confession: until Mister Mark fixes my home television.

My commitment spans the work world as well—many and locations that most ignore. Some of my best finds have been in basements, thrift stores, kitchen gadget stores, craft stores, and the local factory supply store. My general philosophy is that everything is a tool to be tested and that the OEM (original equipment manufacturer) didn't always find the proper application of their device, that is just on the market. Regardless of what the vendor says, it is my job to find out the proper and safe limits of the tool's capabilities. Over the years several episodes, I hope to take you on a journey through the wonderful world of tools and an in-depth look at some items that populate my toolbox and workbench.

Tool junkies, by their very nature, love tools, really good tools, and all new tools to tinker with. Which tool would you be most likely to use on your layout? I am a tool junkie. I want to introduce you to the tool that started me on my tool obsession for the "proper tool".

The tool in question is a pair of parallel jaw pliers. I first became acquainted with the pliers during a visit to a shipyard (the former Lauzon Shipyards) in Quebec City, Quebec (Canada) many years ago. The tool's unique, but simple, operation intrigued me as well as the versatility of its application across a wide range of uses in the shop. I now carry (besides work) a good assortment of "standard" pliers ranging from diagonal cutters to slip-joint and gas pliers to water pump pliers. Most of my pliers did the things that parallel jaw pliers did. I had to have a set of my own. The only place these tools have been more available in that time was mail order from England at a cost of about $30 a pair. ... a considerable investment in 1985. I managed to find a pair when I was on a Navy deployment to Scotland. Acquiring the pliers gave me 90-day Polaris Missile Deterrent Patrol deployment bragging rights to Scotland-born mariners. I have since acquired my holding screwer on several occasions and have pliers of different materials, sizes, and design. The pliers are relatively low expensive today.

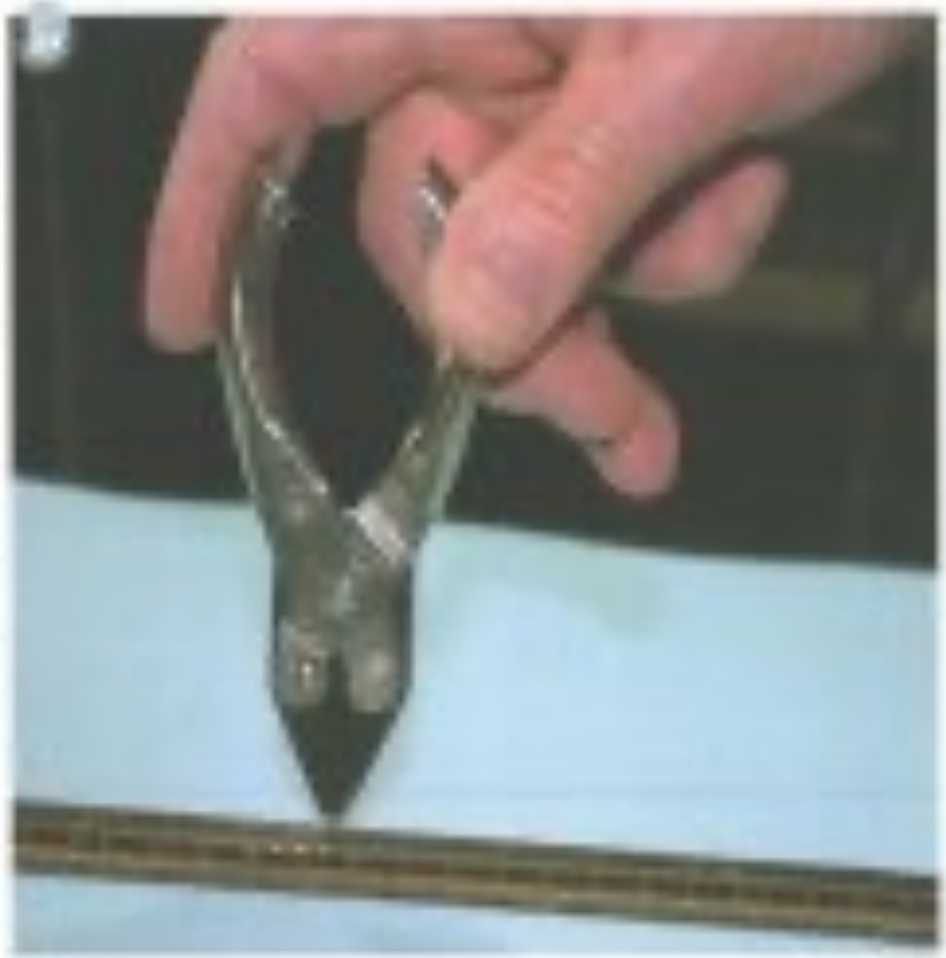
My first set of the pliers has scales with steel jaws with serrated jaw faces and a flat area. (Figure 1) One jaw has a "V" groove in the length-wise. Other parallel jaw pliers have replaceable jaws for the jaws for "soft" hold. I have several other pliers with different jaw designs, but all these have a more common jaw face. The common capability among all the pliers is the capacity to grasp items without the tendency to "squish" them as they become of concern in pre-precision. (Figure 2) The parallel action of the jaw also allows of facing (maintaining parallelism) the jaws at various. The parallel jaw action and the space (gap) between the pliers' jaws allow them to be used as a "hand vise" or clamp for small parts that are being shaped or worked on. An additional joy that I've been considering was in that of circuit and so.

I work primarily in N scale, and grasping track nails and setting them without

Sources for Parallel Jaw Pliers (Various Designs)

Micro-Tools	46-512	$27.26
FDJ On Time	46-513	$23.98
FDJ On Time	46-512	$25.98
FDJ On Time	PL8640	$28.96
Amazon.Com	Various	

Above: Parallel Jaw Pliers



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I Think You Can

Scratchbuild A Brass Locomotive

[illegible]

MOTIVATION & OPTIONS

[illegible]

setup. While it's not technically an electronic (you can use a conventional soldering iron and some heat shrink), it will make things a lot easier. Most people I know who have them, including myself, don't use them every day, or any hobby exercise that utilizes production theory.

The next few things you'll need to have likely are in hand are:

- Handy Conversion software. Download a free EASY! at www.construmatica.com/construmatica/Handy_Conversions
- Calipers. Micro Mark has them for about $15. Inexpensive ones that measure in both inches and millimeters.
- A jeweler's saw.
- A soldering pick.
- Some heavy cast right angles.

The software is great for converting measurements from, to, pennyweights, fractions to decimal, and more, more, more. It's a wonderful tool that makes many tasks easy. You can do everything accurately that it does on the computer, but you can also tell exactly the incremental of using a watch. I keep an old computer or two workbench with this application up and running all the time.

The calipers is also great for measuring the diameter of small drills or wires and almost essential for making and maintaining measurements. The rest of the tools are available at Micro Mark and other sources, some local like Hunt, and all are available other projects.

PLANNING

Assuming you know what you want to model and that you're going to draw your own plans, there is one essential bit of information needed: the percentage measurements. If you have a drawing that provides

caliper. If you don't have a calculator, a slide rule is handy to have.

these, that's great, but don't trust them completely. Cross-check any dimensions against another and compare them to those in other sources. It's easier to change the plans than to change the boat after it's built.

If you have a picture and some educated determination, you can extrapolate the other measurements, assuming you have fairly straight-on side, end, and top views.

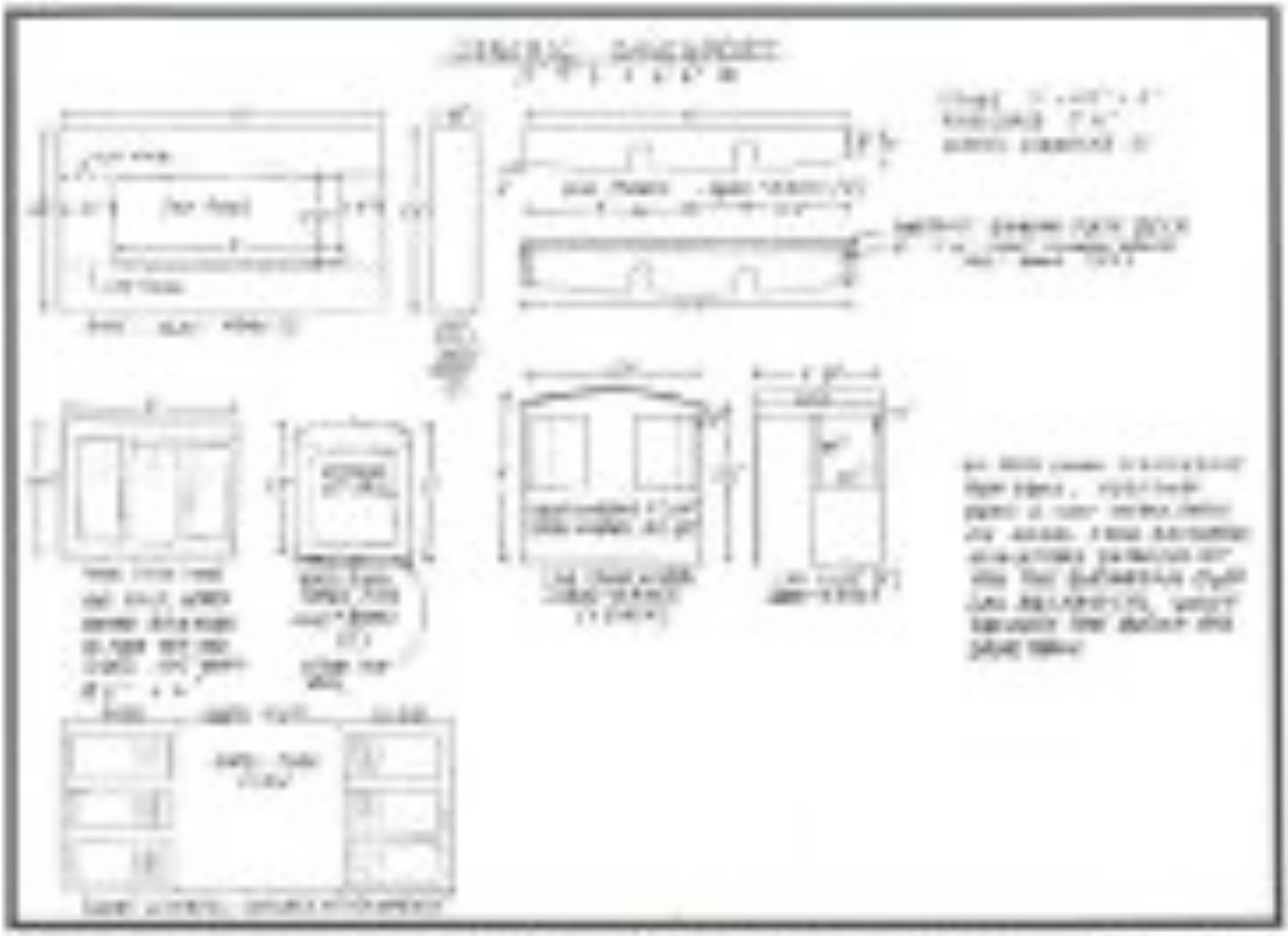
Using whatever you have, develop the essential dimensions of length, width, and height of the main components (frame, hood, side) and transfer them to the two dimensional parts that make them up: a hood end for a single flat piece, bent around an oval at the top, a side for first the sides, with an arched notch if needed, plus bulkheads to mark the curvatures.

Don't rush past the calculations and drawings to get to the cutting. Double-check all measurements and make layout notes. Transfer the parts drawings to the sheet brass using carbon paper to get the dimensions on the plate and scribe in metric brass. Double-check measurements.

Before doing any cutting, try to imagine how the various parts will be supported, especially the unseen bulkheads or other parts that have been incorporated. Pay attention to overlaps. Do sides overlap ends or vice versa? Which dimensions need to be adjusted so that it has a little body stock on the frame, the hood or the cab? What kind of screw or the joints will be needed to make it hang together, and what assembly sequence best accommodates them? Will I have to use glue instead of solder for some joints? Will some brackets need things apart later, to maintain access to nuts and bolts, would be better than others?

How much do I want to go with scratch-built versus commercial parts? Do I want to build the radiator and grill, or use a commercial part for it, and how will it mate with the hood, either way? What about hood doors, louvers, and so forth.

On board ship would we make bending a curve easier, or thick stock to provide a gentle bend to part, any chance compressor? Am I going to be machining, drilling, drilling, and tapping? the part also I assemble it



BUILDING, PAINTING, & DETAILING

Left: The basic cabinet for the project was a Sing Fidelity 1-cubic-foot MDF blank.

Above: Several accessories for the standard Ultra package.

Above: The basic components were made from MDF in CAMM-1's Roland Modela MDX-20 milling machine.

There are many the basics screen space and the sub-sheet with the product's core, and the above-mentioned. There's a good place to see your small workday's like.

Holding the components on solder the to can be done with the heavy right angled and pick to a soldering tool, so by using one of the best Combo Right Change-Kind Cellular Graphic Solutions, we're collaborating on.

Now the pilot holes openings for the simplest housings for drilling out corresponding holes within their dimensions (taken from the actual housings — I used those from the Radioshack stereo engine) and cutting and filing to the final dimensions once everything is a you go.

I ran standard bulkheads for the head, front-end only the rear-side ends. The rear with the undoing the rear the rear of the stereo and data mechanism, and the rear on the right-hand corner for the end speaker. I installed behind the cutdown.

I used the Cellular Graphics clamp to hold the head to the stepped bulkhead while I soldered them together through the slots to the clamp.

Then I installing these existing three bands, plus several clamps and screws from 3" clamps the head mounted to make sides of the bulkhead and soldered them joints. This is a good example of what I called three cuts to the glass-mounting — anticipating how to hold pieces together and what choices the new ones.

Begin the wire pictures with the instructions soldering wire ground clamp, the soldering iron, and the solder, all lighting for space. The one shown, with its twisted wiring here, made to use I connected out on the ends, while locations up, where I could direct some light onto it. I further positioned and used the clamp of solder along a wire so gravity held it down while I connected the wire with the iron.

I fabricated the sub using the same methods as above: drilling corner holes, cutting out and filling openings, and soldering the parts together.

However, I elected to use insulation screws to hold the cabinet together, only to 6" machine-done specified. Fabricated for the sub, I designed the head with the greater wooden surface and the unbolted plate holes for tapping for 6-32 machine screws. Once organized the pieces, and opposite holes in the head, and drilled out those in the sub to allow the screws pass through.

Alternatively, you could use nuts and bolts, or just solder or glue the sub to the head. There is no real need to take them apart. If you're designing to consider such, you might want to locate a decoder or speaker in the sub box you could still do that without disassembling the parts.

Appearance Integrators improvement using a clamp is important for assembling the cab and head components.

I ran the head sheets from sheet metal, with regular Kimber screens, glued the Radioshack Mylar-type screen patch to them, and then glued the sheets to the sides of the head. I drilled small holes in the sheets to accommodate these brackets, which I then screwed into and glued in place.

It's beginning to look like a fun-to-assemble.

Preparing the parts for painting involves several steps: removing the solder blobs, glue blobs, or whatever; sanding all surfaces to smooth; and then wiping down the parts with a rag and rubbing alcohol.

Then I sprayed on a primer coat of automobile sanding primer to everything, after that's dry, I filled it with a spray of gray primer. Hands off parts not to be painted, such as the radiator grill and light lenses.

After that, several spray coats of the final color are in order, as well as some hand painting with brushes for some of the de-

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HEADBALL BALLAST

Peachtree Express 2013 National Convention Banquet

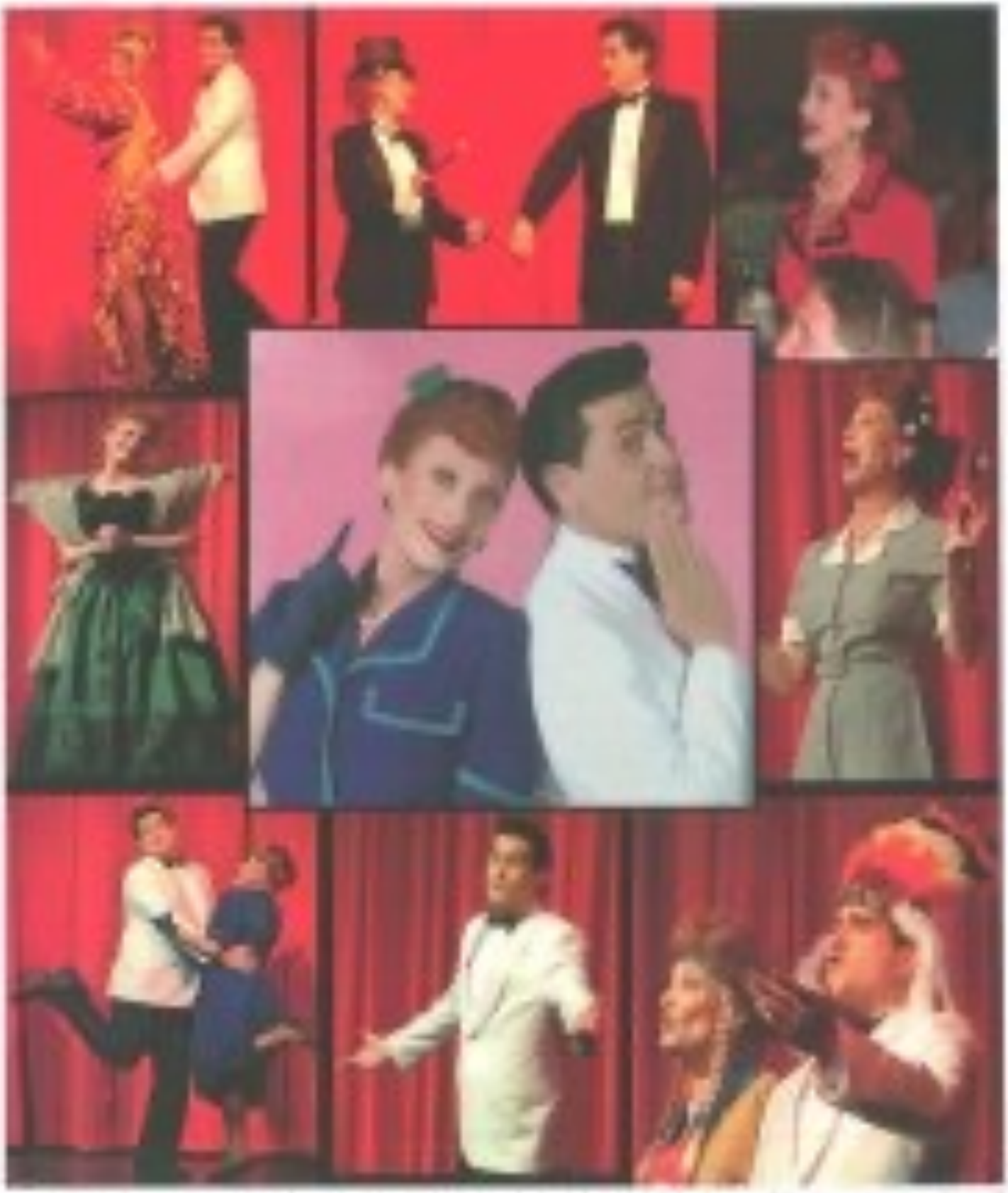
Article by Peter Youngblood, NMB

Maybe it's been some time since you've attended an NMBA National Convention banquet. Or maybe you've heard about one, but don't know what to expect. Well, fellow NMBA members — guys and gals — you won't want to miss the 2013 banquet. Not only will you be among the 300 or so people who will have the opportunity to break dice at one before it rolls out, you are in for a really different kind of evening filled with excellent food, surprises, camaraderie and great family entertainment.

On Saturday evening, July 20th, the banquet will take place in the Renaissance Waverly Hotel's Ballroom. The spacious banquet facility will be specially configured for a catered meal prepared by the award winning culinary talents of the hotel's master chefs. You will also be able to enjoy an accompanied view of the evening's festivities, deliberately staged by professional audio visual equipment. For those wishing to see what's what and who's who, a photo slideshow of the banquet's participants will be hosted adjacent to the ballroom entrance.

As the banquet, a traditional welcome will be extended by the convention host and by NMBA President Claudia Gore. NMBA dignitaries and special guests will be acknowledged. To keep things moving along, award presentations will be made immediately upon the conclusion of the evening's entertainment.

Speaking of entertainment, you're in for a real treat ("Who can forget the biker encounter at convention 'I Love Lucy' style?" Editor's note: ed. point out.) Thanks to the talents of two professional actors who perform nationally and internationally, Lucy and Ricky will return "live" to delight you once more in the "Lucy & Ricky Tribute Show", a live period, family-friendly show where you can once again enjoy the timeless comedy skits and musical numbers that characterized America's favorite TV couple. Lucy and Ricky will also perform the audience participation game show "Lucy's Wacky Wheel" where you can win fabulous prizes. Lucy and Ricky will also perform the audience participation game show "Lucy's Wacky Wheel" where you can win fabulous prizes.



Make your reservations now so here you and conclude the 2013 Teachers Express (TAE) National Convention on

a memorable high note. You'll be talking about this banquet and its entertainment for years to come. For a small portion, you

www.aaua2013.org and click on "Events" on the home page banner.

AZATRAX

Large Scale Trestle Kits

We're looking for a few good layouts... (Twelve, to be exact)

You've poured your blood/sweat/tears into your layout. Why not share it by submitting a photo for the 2014 edition of the NMRA Model Railroad Calendar? This calendar is distributed to every U.S. member as a mid-year project. To have your layout photo considered for inclusion, just follow these easy steps:

1. Take a horizontal (landscape) format picture of your layout.
2. Submit your photo as a digital file, as a 35mm or medium format slide (slide film or larger), or as a 35mm or medium format color negative (200 ISO or slower).
   Digital files must be at least 300 pixels per inch and 6" x 10" (this equals a minimum size of 7.2 megapixels – larger is better).
   Accepted file types are tiff (preferred) or jpg (highest quality only).
3. Write a caption describing the action in your shot, the scale, the builder, and the photographer, and include that information on a separate piece of paper or as a text or .doc file on your submission CD or DVD.
4. Be sure to include your address, phone number, and email with your submissions.

By submitting images to the NMRA calendar, you are giving permission to the publisher to alter them as needed (cropping, shade and lighting effects, etc.). Be sure to indicate specifically if you do NOT give permission to alter your images.

Send to: **NMRA**
ATTN: Calendar Project
4121 Cromwell Road
Chattanooga, TN 37421

The deadline for submission is July 15, 2013.

For questions,
contact Mike Brodell at 513-497-0185.

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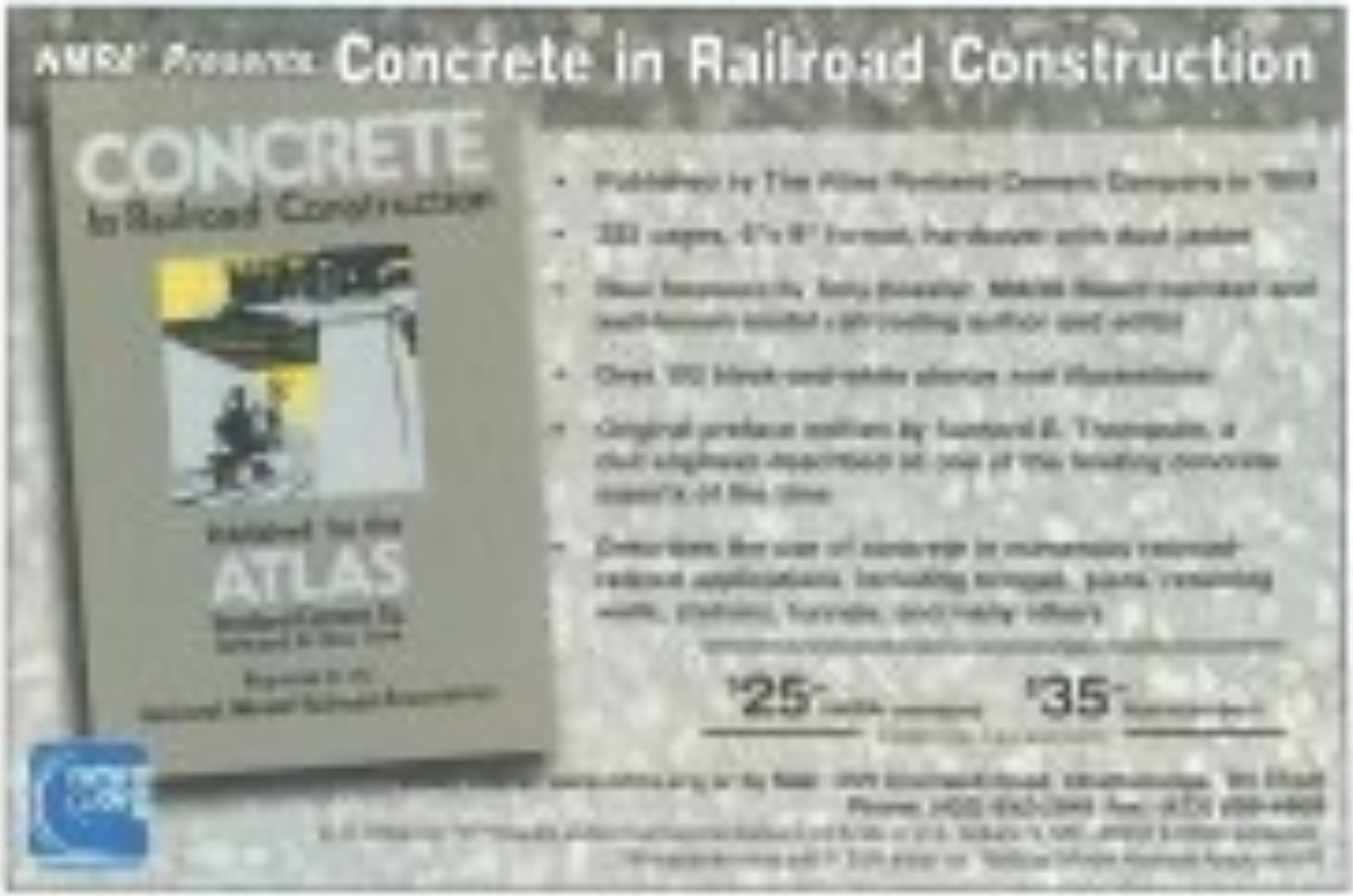
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Research & Test Car

Condensed by Didrik A. Pan, MMR
Manager, Standards & Conformance Department

Woodland Scenics Tidy Track Ride Wheel Cleaner & Scale

Reviewed by Tony Koester

As an model railroader who operates his active layout every weekend, my worst fear is that I'll run into the dreaded wheel "crud" that accumulates on the metal locomotive and rolling stock wheels. While I don't know if anyone has ever done a chemical analysis of this stuff (once it's visible on locomotive pilots, rollers, it's easy to singularly spot), regardless of how it's created it's not pretty, and it causes the locomotive's power electrical circuits and rolling to short the motor of locomotive wheel bridges, shorting, wreck, derailments and rough rolling trains on a consistent basis. Also, cleaning the wheel treads that wheels have usually been a pretty tedious (not to mention messy) proposition, requiring toothpicks, alcohol, towels, and lots of patience.

Woodland Scenics has developed a complete preventive track and wheel maintenance called Tidy Track. You can view the entire line of Tidy Track products on Woodland Scenics' website: www.woodlandscenics.com. This month, we'll take a look at a way to keep the wheel treads and rails conditioning the Tidy Track Ride Wheel Cleaner, which is available for N scale for $24.99 or in HO scale for $29.99. Once we've sampled over the N scale version.

Since I model in HO scale, the only N scale equipment I had available was what's shown. Stephen Priest stands for scenic. Otherwise, there's minimal maintenance involved. So, to extend the life of about 50 cars, Ade with the exception of those seven-axle locomotives and rolling stock, so each of wheel cleaning. Exception tool, it didn't take long for the cotton to arrive. Some of the wheels had lighter, moderate crud, while a few had a heavy layer partially or completely covered the wheel. I decided to try the cleaner on the locomotive first and then move on to cleaning some of the rolling stock wheels.

Above: Use wheel with a heavy cladding of crud on its more painful cranes. We used HO scale/N scale cleaning gun engine with Woodland Scenics Tidy Track Solution. Try the wheels after the cut cleaning to make sure they're clean and no cleaning or rolling more.

Right: A heavy magnet on the rear wall keeps the chassis in the correct position when reversing.

The front. Wheel drivers use two types of adhesive-backed pads. The "scrubbing pads" are essentially a strip of Velcro-type hook material that scratches the carpet and holds it in position. The "cleaning pads" are a tighter knit, thick, cloth-like material used after the scrubbing pads have been used to clean away a light buildup of carpet fluff and debris. The self-adhesive backing on the pads keeps them in place on the chassis and a strong catch overlaps the edge of the Chassis.

The flanges of the wheels drop down over the outer guide, which is simply a lightly sprung plastic with two metal strips for the flanges to contact. On locomotives, where the metal strips are connected to a power source, the wheels turn, transferring the current to the pads. To get electrical power to the Chassis Chevrolet has three choices: obligatory clip-on the plug-in jack can be connected to a 14-volt DC variable power supply. The chip can be connected directly to a powered part of the layout track. The third and simplest method is to place the Chassis directly on a straight portion of the layout track. Contacts under the Chassis transfer the track's power to the metal strips.

Once the locomotive is in place, the power is slowly turned on between half and three-quarter power, and the wheels are observed again. The locomotive gently pulls itself, and feels forward some until the wheels are clean. For pulling work, the power is turned fully on and the locomotive will industriously power the load. The car is rolled back and forth with enough pressure to depress the outer guide and allow the pads to contact the wire pickup of the wheels.

As the obvious question is, how did it work? Actually I was pleasantly surprised. On the locomotive wheels with a slight buildup of coal, the Chassis took nearly all the coal off using the cleaning pads. I did need to run the locomotive for a minute or so for the wheels and light to reach normal coal, which is more than the advertised "20 sec. 15 seconds." But to all layouts, Woodland Scenics does want to "speed the process if necessary." The main reason for choosing the rolling stock wheels. The light is moderately crudded wheels took a few dozen passes back and forth to get clean. The scrubbing pad definitely worked more quickly than the cleaning pad when any amount of visible coal was present.

The locomotive and rolling stock wheels that

Left: As with the locomotive, several dozen passes over the dual Woodland Scenics scrubbing and the cleaning pads removed most of the coal.

Top, left: Before doing any cleaning, dab it with a cotton swab dipped in denatured alcohol and check for running ink or possible color bleed.

Bottom, left: After using Goo Gone to remove gunk on the cleaning pads and cleaning the transducers with Scrubbies, check them before the Ultra-Vu cleaning steps.

had heavy crud. Conditioners in the kit also ensure that the rubber stays soft and pliable.

A search on the Internet indicated some other modelers had the same issue and many resorted to removing the heavy oil and grime with Scrubbies with the traditional paper towels and denatured alcohol. I did a bread by a step back to the Ultra-Vu for the final polishing. DO NOT apply alcohol or any other flammable solvent to the Revo Wheel Cleaner pads unless a spark from the wheels could ignite the solvent and cause havoc on a fire.

When browsing through the Woodland Scenics website, I noticed several other Tidy Track products. Clean Track Solutions "The right path to easy railroading" takes the idea of using the Clean Track Solutions to maintain a shiny Revo Wheel Cleaner. Clean Track Solutions is a concentrate, water soluble and non-flammable. Applying just enough Clean Track Solutions to dampen the cleaning pads enables a meaningful locomotive and rolling stock over the Revo Wheel Cleaner significantly improved coal removal. Applying the Solution to the finishing Pads wouldn't work very well since Acto would be working for the liquid to hold on to, and the liquid would seep into the Cleaner. When I contacted Woodland Scenics about their idea, they promptly replied saying that it would probably be worth trying. They also advised that after using the Clean Track Solutions on the Cleaning Pads, rub on a Cleaning Pad dowel to remove residue on the Revo Wheel Cleaner, followed by a running of a engine or rolling stock again. (Or, recommend when Clean Track was first be run cleaning and run for the final dry-cleaning.) It is important to get any remaining residue off the wheels and treatment done they are dry.

One improvement many modelers on the Internet have also suggested is making the Revo Wheel Cleaner a bit longer. The Woodland Scenics recommended locomotive up to 11 inches and rolling stock up to 10½ inches. Most locomotives and longer passenger cars, unfortunately, and to finish on generally too big to fit into the cradle and still have rails to contact back and forth. Another common front-mount locomotive, which I also agree with, is also a slight downward pressure to the end is sometimes enough to get the rail portion of the locomotive wheels to contact with the pads. There are relatively few off-the-locomotive mechanisms, which don't have enough weight to depress the springs on the center guide. Of course, one needs to be careful when applying downward pressure. Too much pressure could overload and damage the motor.

Similarly, it may be difficult for the Revo Wheel Cleaner to spin the wheels of some of extremely heavy diesel and/or one short step. A motor like this product can really shine for you intended as a preventative maintenance tool. Since the Cleaner is so easy to use, keeping the track and locomotive wheels clean on a relatively frequent schedule can help avoid regularly.

Right: The Revo Wheel Cleaner kit has all the items needed to clean the wheels, engine and rolling stock. Left to right: Cleaning pads, adjustable clip, instructions, and Cleaning Pad dowel.

Division Business Car

the NMRA @home

A Model Railroad Ends Up in the Hospital

Welcome to Spring! In Spring edition of Division Business Car. Winter's worst is over or soon you're of the week, and you may be thinking about getting back out there with your model train. Spring division "conference" season. Of course, that could mean meeting with your fellow railroad but you're likely to meet during meetings (talking up the road, planning the maintenance or painting the garage, the former, unfortunately isn't really to discuss stuff on your layout's not. Instead, why not sit back, relax, and get caught up on what's been going at Division's Regional Office. NMRA member clubs all over the NMRA and it's not uncommon for division officers to "Hi-rail" in the NMRA Magazine.

No, it wasn't sick. Quite the contrary it was there to help kids get well. I learned about this from John Davis, member of the Piedmont Division of the Southeastern Region. John and other members of the Division built the Locomotive Park at the Shriners Hospital for Children in Atlanta, a way to help lift the spirits of some young patients who really needed it. Rather than me telling you about it, I'll let John tell you the story himself.

"Building a layout for the kids at the hospital has given all of us involved a great sense of accomplishment. The layout has received a lot of positive attention from visitors and patients and provides a great deal of enjoyment for the kids. Many of the kids who have been patients at the hospital have come back to visit the layout and tell us how much they enjoyed it. Some of the kids have even come back to work on the layout as volunteers. We call it the NMRA @ HOME.

Below: The Piedmont Division's John Davis (right) and fellow members work on the operating side of the Northeastern Georgia Shriners Hospital model railroad. — Photo by Shannon Davis

Spring 2013

Above: Archive scene of the Ford Road Township Model RR layout, which was destroyed in the move to obtain its new, much larger display at Novi Expo. — Photo: Historical photo

Region, Division or 100% NMRA Club with this help of the quilty new layouts that's now available just for that purpose. That's it at the photo build up for Model Railroader Open Layout. Do you've read about it in the December 2012 edition of the NMRA Journal (Vol. 66, No. 12)? If not, we're just forget about it. Currently this is a gently re-modeled that was really showed up into the NMRA group. Of course, I've not be sure to still have your Region, Division, or Club name and logo in place of the one in the picture, and you won't get lucky to build up for you. Instead, it comes with a handy stand that works with changes (and a lot better) than Getty.

As to the pricing and other details, see the article in the December issue. Please note that NMRA headquarters is not handling these orders or please do not contact them with orders or questions. All that is being taken care of by Carendon & Dingley, the famous manufacturer. To make a secure Hilbert Region, the NMRA's representative at Carendon & Dingley. For your reach here at Hilbert@carendonandding.com. In just a few weeks, you'll have an awesome gambling because you can see where and how you were Region, Division, or 100% NMRA Club needs to stand out from the crowd. Remember, you can't accept late members if they don't know you're there. So get a

business get out and they can't will a better day!

Division Donations

We don't for sure know having a lot about the proposed NMRA Magic of Scale Model Railroading exhibit to be presented at the California State Railroad Museum in Old, in Sacramento. President Charlie Getty wrote an article about it in the December 2012 issue of this magazine, and you have probably an excellent letter on the exact subject.

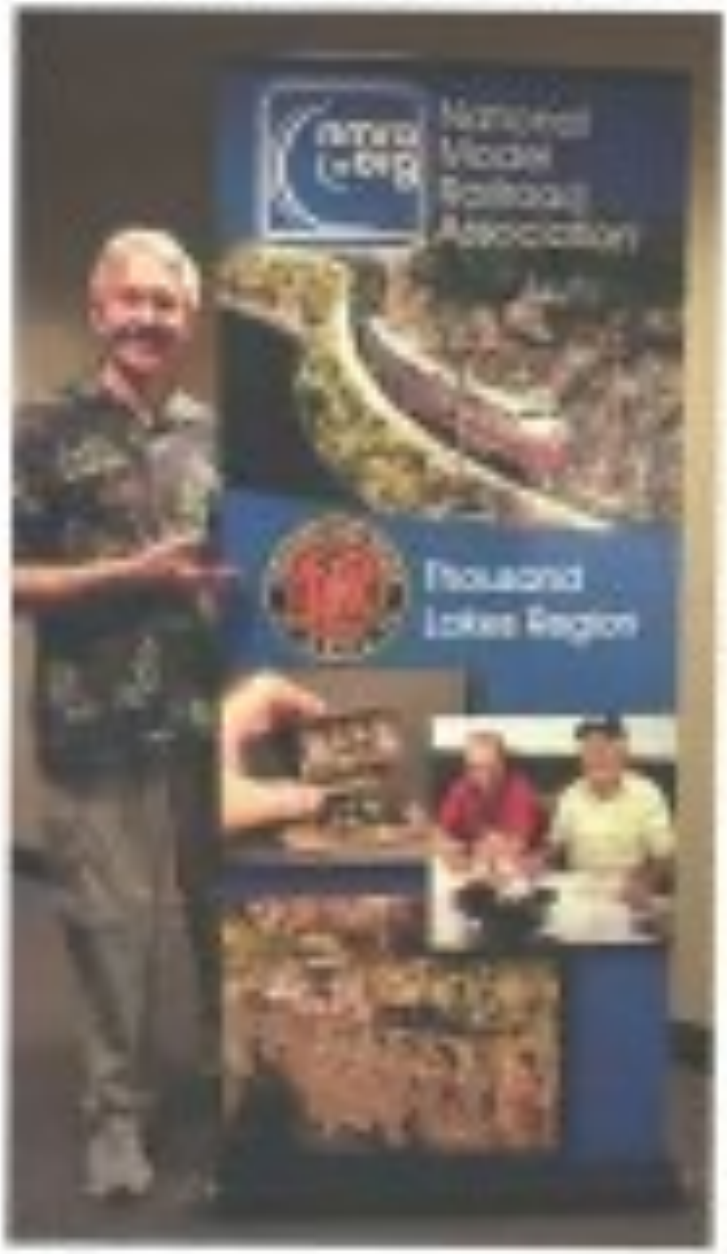
This exhibit will introduce model railroading to the more than 750,000 people visiting the museum each year in a fun, wonderful and highly effective way of sharing our hobby we love with the public. The only way it gets built is if the money is there to build it. Because we don't money will be used, donations are necessary to make it happen. An anonymous donor has already pledged $250,000 to the project and will match dollar-for-dollar all donations up to that amount. The estimated total cost of the exhibit is $750,000. Although we are well on our way to meeting that goal, more donations are needed. Donations can be

By the numbers and a month 2 ago, don't exactly what's been happening, to encourage both large and small. As of press time, the largest I've seen is $10,000 from Division 7, also known as the Cincinnati Division of the Mid-Central Region. Of course, we want Division, Region or 100% NMRA Club will be able to donate, but each bit and about every group within the NMRA could give some amount that would be what to name. Or you could do what Division 4 of the North Central Region is doing. The Division plans to contribute $100 from its treasury. Added to that will be individual donations from its members. The total amount gathered will then be donated in memory of Division member Lee Sabolo. You may remember the many articles he's written over the years in the hobby press about his incredible HO-scale Glen Northern Railroad. His entire layout has been preserved in sections and the NMRA museum collection. Portions of this layout will be used in the exhibit. Thanks, Division 4, for a special memory donation.

Chances are your Division, Region or 100% NMRA Member Club could do something like that in honor of one of your members. Give it some thought and then make a donation. And all say the boys over at Charlie's house or contact NMRA HQ.

Probably Mostly Correspondence

Here's that again! As you may know, probably when to my interest in collecting stamps. We have become correspondence who's to my interest to write. Now there's an correspondence who knows to one spectacular to underwrite. While you exchange letters as the interest changes as you most doubles what you write. But they to be subject on to you. And so I didn't make them up. Anyway, the rest I'm discussing several times for you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ROCHESTER

Southeast Region
William Raymond, Jasper, Georgia

MASTER BUILDER — MODERN PASSENGER
Mid-Continent Region
[illegible], Pedricktown, Missouri

MASTER BUILDER — CABOOSE
Mid-Continent Region
Joel Price, Pedricktown, Missouri

Pacific Southwest Region
David Kirk, Glendale, Arizona

MASTER BUILDER — STEAM LOCO
Mid-Continent Region
Joel Price, Pedricktown, Missouri

Pacific Northwest Region
Andy Orrill, Shrewsbury, Maine

MASTER BUILDER — FREIGHT
Mid-Continent Region
Joel Price, Pedricktown, Missouri

Southeast Region
William Raymond, Jasper, Georgia

MODEL RAILROAD ENGINEER — CAMEO
Mid-Continent Region
Rick Rice, Pedricktown, Missouri

Northeastern Region
Frederick Wentz, Durham, Connecticut

Southeast Region
William Raymond, Jasper, Georgia

MODEL RAILROAD ENGINEER — ELECTRICAL
Mid-Continent Region
Joel Price, Pedricktown, Missouri

Southeast Region
William Raymond, Jasper, Georgia

CRAFT DISPLAYS
Mid-Continent Region
Joel Price, Pedricktown, Missouri

Mid-Eastern Region
Christopher Conway, Mountainside, NJ

INNOVATION DISPLAY
Mid-Continent Region
Del Bowen, University City, Missouri

INNOVATION PRESENTATION
Mid-Continent Region
Joel Price, Pedricktown, Missouri

Rocky Mountain Region
Daryl Gillis, New Lenox, Illinois

MODEL RAILROAD SYSTEMS
Mid-Continent Region
Art Dixon, Pedricktown, Missouri

Mid-Eastern Region
Frederick Willis, Haddonfield, New Jersey

Northeastern Region
Edward Mohr, Sayville, New York

Pacific Northwest Region
Steve Hecht, Port Angeles, Washington

Pacific Southwest Region
David Kirk, Glendale, Arizona

Rocky Mountain Region
Joel Price, Pedricktown, Missouri, AMMR 5295

ADULT GROUP: All Master Model Railroaders (AMMR) are invited to work with other adults by contacting C.J. Riley, AMMR, at crileyATcfu.net.

AP QUESTIONS: If you have questions about the AP program or requirements, start with your local or Region AP manager. If you still have questions, contact Brad Stock at Brads@hotmail.com.

If you prefer to write, contact: Brad Stock, 4759 Silverwood Drive, Bayside, [illegible] 54913.

FROM HEADQUARTERS

Winter 2013 Board of Directors Meeting Report

Initial Goal for Gallery Exhibit Reached

Contributions received for NMRA's 2013 national leadership team at the winter Board of Directors meeting in Arizona in February 8–13, 2013, where Chief Financial Officer Frank Ellis, AMMR, reported that the first interim goal of at least $250,000 in pledges for the California State Railroad Museum Gallery Exhibit, "The Magic of Model Railroading," had been met. The organization's remaining pledge of another $244,000, which puts the Exhibit well on the way toward reaching the estimated total cost of up to $750,000.

Leaders have given an extraordinary vote of confidence to the Exhibit project, with nearly all pledges received to date coming from Board members. The short money or other regular sources of revenue are being used to support the Gallery Exhibit, which is the first step in the long-term plan for developing a world-class railroading museum in Sacramento.

The Board acknowledged its sincere appreciation for the dedication of the Gallery Exhibit fund-raising campaign of $100,000 to Mark Wilcox of Augusta and $50,000 to The Model Railroader Magazine and $50,000 to The Model Railroad Hobby. In addition, there are 30 other pledges in excess of $10,000 from individuals, six of which are for $25,000 or more.

The initial success of the fund-raising drive will allow the Howell Day Mansion Committee to ask the conservators from Architectural Resources Group to begin work on the exterior paint and wood repairs to the Mansion. The Committee will also be able to begin the process of selecting a contractor to do the work. The Committee will begin to develop a detailed scope of work for the exterior of the mansion that includes the removal of peeling paint to the 1902 Town Restoration and 1984 Museum eras — all in an effort to preserve the historic fabric of the mansion.

2014 Indianapolis for 2015

The outstanding convention by the host group representing the proposed 2014 National Convention in Indianapolis, Indiana, led to the rapid and enthusiastic acceptance of their bid by the Board. The convention will be headquartered in the downtown area near the convention center. With 200 restaurants in the immediate area, a host of cultural and family activities to see, many outstanding hotels and hotel towers, and an central location (within a day's drive for 100 million people), the convention considered to be one of the most

Notice of Election

The following NARA Board of Directors positions are open for election in 2014:

1. General Director Directors

Nominations for the General Director Directors are managed by the National Nominating Committee and should be submitted via Ebolt Screening, 2014BL, Chairman of the National Nominating Committee, cbowling@nara.com, no later than June 15, 2014.

2. Regional Advisory Council (RAC) Directors

Nominations for the Regional Advisory Council Directors are managed by the Regional Advisory Council Committee Chairman NARA Executive Director Director at pgpugh@comcast.net. All submissions are due by midnight on June 15, 2014.

3. Canadian District Director, NARA Canada Provincial, and NARA Canada VP

Nominations for the Canadian District Director, NARA Canada President and NARA Canada VP are managed by the Canadian Nominating Committee and should be submitted to Stephen Wood, Chairman of the Canadian Nominating Committee, stephenbwood@gmail.com, no later than June 15, 2014.

Note: Candidates may wish to run for these positions by petition and not be subjected to the decision of the respective Nominating Committees. Requirements for submitting by petition to participate the ERB, all submissions by petition shall be received by the Secretary NARA, no later than July 30, 2014.

received a secret ballot. The choice on July 1st 10, 2014.

The Board approved a motion to allow some flexibility in scheduling National Convention beginning in 2017. Current legislation requires the convention to be held between July 1 and August 15, a limitation that could preclude holding a convention on satisfying area such as Liberty Assembly, since that would conflict "Down Under."

Team Changes

After determining that Trustee Director John Roberts, III, M.D., will be unable to continue to due position due to ongoing health concerns, the Board declared a vacancy at the position. In accordance with procedures laid out in the NARA Procedure Charlie Guts, III, the General Endorsement Region Presidents for Ordered, 42MR., to fulfill the remainder of the term.

The Roberts family has asked that no commemorations or gifts be directed to their home in John and to Cindy's favorite charity with his name there.

Following the resignation of Counsel-at-Large Director Terry Lester, MMR, who had received the President's Award and Distinguished Service Award for his myriad contributions, President Gary appointed Gary Rogers, 4R, 42, USA, as the Director of Support Services. Terry will be in any transitional replacement capacity needed, including assembling and distributing the monthly Info Blast that goes to Region and District Leadership.

Rick Calderon continues to function as National Secretary, supporting Northern Secretary John Stevens.

Mid-Large North America Director Position Declared Vacant

In closed session, Mid-Large North America Director Mike Hale, NMR, informed the BOD that he considered the IRS election fraud cases numbers were questioning the NARA and the alleged ethical conflicts of some of the officers. According to Director Hale, a number of members were gathering a petition and had 300 signatures to submit to the IRS to request an audit or investigation of the NARA. Director Hale contacted the IRS and questioned whether there was a legal conflict a member was an NARA officer as BOD members and also on the board of the Herself Our Mission CHEAT, both allegedly 501(c)(3) organizations. Director Hale provided IRS information that she was a staffer and was free were not a of communication about new work positions at the NARA BOD meeting, and that Director Hale was opposed to provide a response.

The BOD noted that Director Hale was correct in his BOD membership, but the BOD was not a 501(c)(3) organization. He was requested to advise the IRS of his concerns.

The General Counsel was concerned that the action of Director Hale in contacting the IRS without first contacting the General Counsel or other Board members was injurious to the NARA and demonstrated a lack of judgment. As a result of the action and failure to indemnify, the BOD determined it would file charges against Director Hale.

Under procedure laid out in the NARA Regulations, a Hearing was held and Robert Landis, Jr., General Counsel representing NARA and presented by charges, namely that Director Hale violated Article III, Section 12, Subparts b, Subparagraphs 1 and 4 of the Regulations. Director Hale responded during the course of what NARA was the best interest of the NARA to cancel all the alleged positions by the disgruntled members. The BOD then voted to cancel contracts the option to be administrated.

The BOD voted to the last vacancy on the BOARD position. Director Hale was informed of the vacancy and told he could continue to serve the remaining four as a member only. A replacement will be appointed to serve the remainder of the term according to procedures spelled out in the Regulations.

Financial Report

CBO Kent reported that the NARA realized a positive return on both the 2013 Grand Rapids (Michigan) National Convention and National Team Three Simmons reported the 2012 return well as the audit results for 2013 will be presented to the NARA website.

Financial Policy

The Board amended the Financial Policy section of the Executive Handbook to streamline, simplify, and clarify financial procedures, responsibilities and practices (see fiscal management, and access this letter and memorandum).

Material Donations to NMRA

The Board approved a motion to allow NMRA members the first opportunity to purchase items donated to the NMRA Library Museum, or underground box donated complete, unless the membership fails to buy the item the item to the general public. Items already the current collection under practice but is handled formalized manner.

Consistent Contact Trial Runs in Pacific Northwest Region

For the past 18 months, the PNR has been monitoring some underperforming areas of the Consistent Contact "Blue is Used" initiative. Based upon the success of that test, the NAMA representatives and the NAMA Administration office is called Wellness and is under the joint oversight of the IT and Marketing departments.

The Bulletin is not complacent for the NAMA. It is [illegible] and is [illegible] leadership of the national and regional [illegible] level to convey timely and interactive information directly to the membership. We have a working to develop the social format. A few questions should be sent to the new [illegible].

Marketing the NAMA

Marketing Director Page Adams reported that the Marketing Department has developed an aggressive marketing plan for the coming year. After a successful, in-person membership event with Walgreens, the program will be expanded to other retailers. With 8 more locations, managers, regional executives as well as sales national and regional market collaborations and presentations.

A recap of announcements and events will take the stage Nationally Regionally and Electronically during November's National Meet Retired Schools. In addition the NAMA has promoted staff with an expanded client-friendly presence with the development and updating of NAMA news at Pinterest, LinkedIn, Meetup, Facebook, and Twitter.

The Marketing Department also reported that the Customer Contact e-mail communications are up and is ready for use, and after an upcoming transition, plans to roll out the communications system will be coordinated the Regional Directors event for their use.

NAMA Agreement Renewed

In February 2012, the Board entered into a one-year renewing agreement with NAMA, an association of 100,000 Chinese-owned wholesalers and retailers, to share the NAMA's standards and organizational knowledge. In this renewing the Board re-entered these agreements indefinitely. The agreements can be cancelled for any cause with 30-day notice by either party.

Strategic Planning

Treasurer Director Jack Hamilton, MAR, reported that a draft of a new Strategic Plan will be presented at the next Board meeting prior to the Atlanta National Convention. Various long-term of the Association's nominations top-to-bottom corporate structure is his number one priority owing to the myriad benefits it provides to all levels of the organization.

Simultaneously, President Garcia is leading a team charged with greatly simplifying the voluminous and overly complex Executive Handbook. As currently constructed, it specifies almost every detail of the Association's operation in terms that restrict flexibility, growth, and change.

Recognizing the Contributions of the Past

The Board approved a motion to establish an annual award for professional advocates who have provided long-term support and guidance to newly-licensed members and who have demonstrated extraordinary service to others. It will be sponsored by a national association the Board Executive Committee to oversee the Board Executive Committee to oversee the Board Executive Committee.

Recognition

President Gary presented the President's award to outgoing Atlanta Director Director Nikki Clark and At-Large Director Waldenda Tony Hawkins, DDA, for their years of service to the NAMA.

The Board also noted retirements of two more Presidents and Executive Director John Roberts, PCM, MMB, DMD, and in memory of Ex. Cab John M. Baker, USN (MDR). John Baker (AR), and Jim Long (PCM).

Prepared by Tim Evans and Julia Rivers with the assistance of Bob Arnold, Charlie Ivie, Jack Nicholson, Frank Koch, Pete Magnus, and Dan Morris.

[illegible] BACK ON DEBT [illegible] A FIRST TIME

By [illegible]

Back in 2001, I was honored to be selected as the first At-Large Director, Worldwide, since the NAMA's shifted from an internally governance structure with 17 Directors to a two-member Board of Directors. I believe a reporter on a beat I have [illegible] reporting my right years on our Board — an initial emphasis soon followed by two full three-year terms — was [illegible].

The first thing an incoming director of a non-profit corporation learns is that it is the law who protects legal corporate fabric. It is his or her task to ensure the [illegible] well-being of the Association. In simple terms it [illegible] Directors are on behalf of the corporation as a whole, not for individual constituents or specific geographic [illegible]. That was also true for a Director by the way, [illegible] cognitive [illegible].

Practically speaking, the Association needs [illegible] the United States which is not a democracy, but a republic. Due to [illegible] organizations who rely on their members knowledge, experience, skills, judgment, and ethics to exercise our behalf. In short, professional stewardship we want the member-candidate most since annually. If they violate their fiduciary responsibilities, they can be dismissed by court.

Any candidate for a seat on the Board should bring to the table the knowledge, experience, skill sets, and ethics that he or she brought to [illegible] will complement its makeup. It is not good enough to come to the table with good intentions and access as the "voice of the people." Many critical decisions will have to be made on the spot, not after polling those who elected you. Consider the Worldwide Director, how could he or she possibly determine what the majority of all NAMA members wants in a timely manner?

The key to [illegible] [illegible] and knowledge to make decisions that have [illegible] the success of the corporation. There will be times when the [illegible] are in alignment with what the majority of members tell you that's best — deciding whether it was time for a new logo and branding the Association being a good example. The membership as a whole can [illegible] be consulted to seek counsel from a marketing and branding consulting firm. Making such tough calls may cost you a popularity contest or get you re-elected, but you are duty-bound [illegible] you acted according to the best interest of the corporation and the constituents that elected you to [illegible] in the first place.

The point is that we don't know what we don't know. That sounds obvious, but it [illegible] to understand to continue

Presumably you have representatives who have knowledge of (or are subject of) [illegible] a business — and the NAHBA is indeed a million-dollar-plus business, not merely a hobby group — can be [illegible] who are active in the hobby and have been in the [illegible] what [illegible] gives the Association and the hobby as a whole, and what [illegible] are based on long years in business in this industry. Last but not least, are [illegible] other representatives — officers and Board members — who are accountable for [illegible] enterprise commensurate to [illegible] at the cost of almost any problem [illegible]. Someone with good ideas but lacking the ability to win the support of others will fail. Good intentions are [illegible].

I strongly believe each candidate for NAHBA office should come to the table with a Pocket List of objectives. Unsolicited goals would help everyone run against Blue Skies and Apple Pie. What [illegible] problem? What, specifically, do you want to accomplish and why? How will it be [illegible] (one-sentence practical) How will it benefit the Association and its members? What [illegible] to measure board with you for [illegible] to support?

I use the office to support the good work of several officers who had literally saved the NAHBA from financial ruin: Julian Pollock, Tom Draper, and John Roberts. Mike Bennet later joined their team. Allen, Tom, and Mike continue to serve the NAHBA in volunteer positions. John recently had to step aside as Executive Director for health reasons. We owe him a big thank you for [illegible] what they had worked so hard to accomplish on our behalf. For us who will [illegible] how much we actually owe to them.

I made a Pocket List, and right near the top I've placed to report that I have attended all but eight boat on the list. Each one was rewarding. My decades of work in the model railroad industry and as membership [illegible] NAHBA [illegible] back to the 1980s, made it very apparent that [illegible] was presented to the modeling public was dated at best. My professional work as an [illegible] a major corporation after a discussion convinced me that the NAHBA needed reform a young brand, an [illegible] successful [illegible] recognition. Like the Nike "swoosh," by [illegible] to explore the [illegible] logo [illegible] advertising and [illegible] [illegible] a [illegible] by new members) with a [illegible] design that was not [illegible].

I [illegible] with [illegible] at the hardware store and a number of graphic designers. The latter each produced [illegible] (two designs that [illegible] [illegible] — a depot, a [illegible] signal, a [illegible] and [illegible], a combination of an old steam and a [illegible] [illegible] and so. More [illegible] Jim Kane of City Classics, who had done some [illegible] graphic work in the past, and told him the only real [illegible] I had found that was [illegible] was the [illegible] wheel on a rail.

I then sent Jim a copy of a sketch I had drawn [illegible] Mike Bennet, Communications Director [illegible] professional) Gary Lewis, and a few others [illegible] [illegible] graphic design and branding. Jim [illegible] within [illegible] and [illegible] [illegible] the logo that the BOD [illegible] unanimously

April 2013

11

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EVENTS

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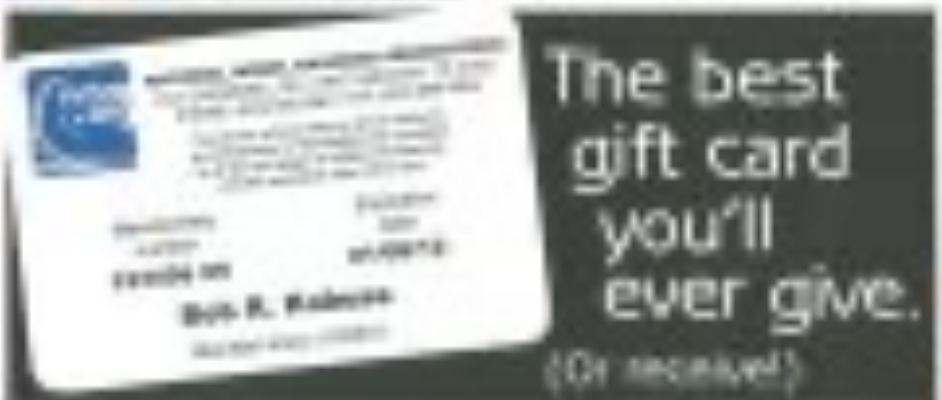

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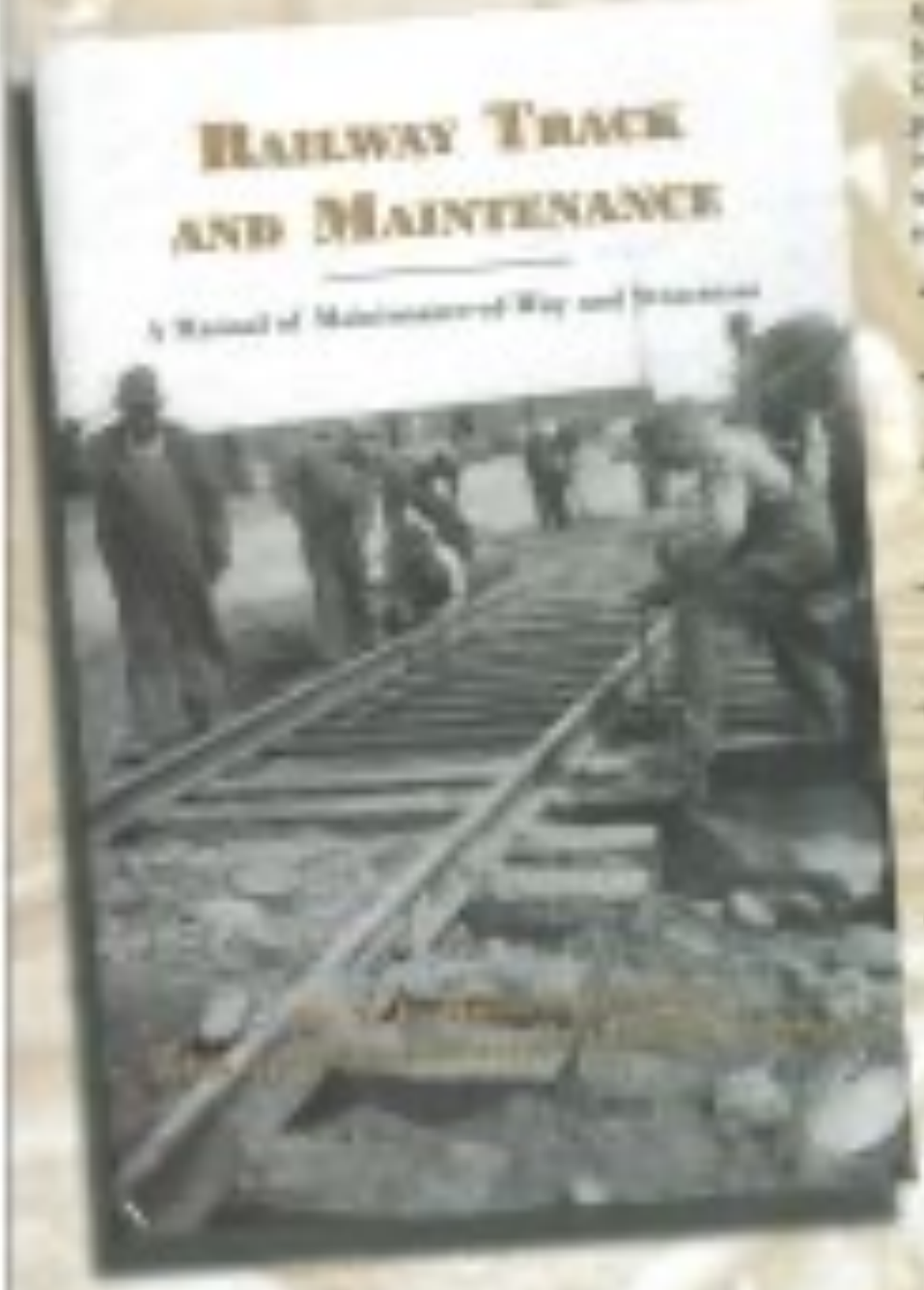

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